

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE



PENNSYLVANIA RAILROAD.

WORLD'S GREATEST AND MOST PROGRESSIVE SYSTEM.

Some Figures That Are Appalling in Their Magnitude When a "Corporation" Does For Workingmen.

LETTERS
Correspondents will please send Letters as to reach us not later than 9 o'clock a.m. Give facts as to the work as possible. We want news of this disturbance, but not advertising notices or political arguments.

OUR AGENTS.

The following are authorized Agents for the sale of Royal Baking Powder in their respective localities:

Agents.—Frank W. Hawes.

Barrie.—B. G. Grigsby.

Montgomery, N. Y.—C. C. Clegg.

Waukegan.—W. J. Jackson.

Waukegan.—Mrs. Jessie Stewart.

Augusta—Leander Tull.

Bluffton Springs.—J. H. Hunter.

Jefferson.—Jacob Thomas.

Subscribers will save the trouble of letter writing by sending their subscriptions to the Agent at their place.

MORELLS FROM MORRISBURG.

Letters of Interest From One of Marion's Most Picturesque Villages.

The whooping cough has invaded our school.

Preparations are being made for a wed-
ding very soon.

The mercury ran down as low as 12° below zero in this section.

Our farmers are very busy strapping tobacco, the crop being the best for several years.

Mr. Joseph Black of Jersey Bluff is suffering from a very serious sprain of the knee from a fall on the ice.

Taylor Bros. at Washington are still selling 22 pounds granulated sugar for \$1 and 6 pounds Archibald's coffee for \$1 each.

"South Before the War."

Harry Martell's big Southern production, "The South Before the War," will be Manager C. D. Russell's attraction on Monday, February 8th. This play is entirely different from anything of its kind that has been produced. The combination of darkness, big and little numbers, fifty people. The performance embraces a great variety of music, camp meeting scene, buck and wing dancing, super singing by four quartets with a chorus of forty voices, a genuine cake-walk which creates one continuous laughter, and a colored band of seventeen darkies, a car load of scenery depicting a cotton field in full bloom, Frog Island and the old Mississippi steamboat Robert E. Lee and several new ones that will be a surprise by their true realism and is a revelation in the art of stagecraft, making the production the most realistic, and to those of the younger generation who have often heard what a plantation was in antebellum days this play will give a realistic idea.

INAUGURATION ETIQUETTE.

How the Outgoing and Incoming Presidents Conduct Matters.

The etiquette between the outgoing and incoming Presidents is exact and rigid.

Mr. Cleveland will call for Mr. McKinley at the latter's hotel, and Mr. McKinley will be driven to the Capitol simply a citizen, sitting by the side of President Cleveland.

On the way to the Capitol the President lifts his hat to the cheering crowds occasionally, although the new man does most of the bowing. But coming back he keeps his hat on, having then exchanged places with the simple citizen who drove down sitting on his left, and returns sitting on his right and President of the United States.

On the return to the White House a luncheon is given by the outgoing to the incoming President, at which the first-named is host and the guests are the members of the two Cabinets and their families. When this is over, the outgoing President takes his leave, the incoming President escorting him to the door of the Mansion.

But this may not be the last time he enters it. On every occasion that an ex-President visits Washington his first salutation is a call at the White House. He is immediately received, no matter how much engaged the President may be. The head usher acts as his escort, and he is paid more personal attention than any guest who ever enters the house.

COURT STREET.

tion is found in the footing up of the gross earnings for the year 1895. The amount was \$135,000,000, more than ten times the total revenue of the state of Pennsylvania for the same period. The outlay to meet fixed charges and the various other expenses runs well up into the millions, but by far the largest outlay is that which represents the money paid in wages. It is no less than \$60,000,000 a year.

From 18,000 to 30,000 tons of coal are consumed daily by the company's locomotives, which travel a number of miles equal to a trip around the globe every two hours. The mileage by the 160,000 cars is equal to a trip which would circle the earth every eight minutes in the day.

Some idea of the magnitude of the operations of the Pennsylvania Railroad was given at the celebration of the Company's fiftieth anniversary in Philadelphia last April.

It was shown then that its capital stock and funded debt aggregated nearly \$900,000,000. Other statistics are no less remarkable.

The miles of actual railroad are 9,077, or more than the diameter of the earth, while the total mileage of tracks is 15,400. The motive power for the traffic over this vast stretch of steel rails is furnished by 3,750 locomotives, and 3,935 passenger cars accommodate the traveling public. A calculation of the number of persons carried in the nearly 4,000 coaches reaches and passes the billion figure, the exact number carried one mile during the year 1895 footed up 1,537,801,000. Many of this vast army of travelers surround their journeys with luxury, and for this element 330 Pullman cars were called into service during the year.

In the matter of freight traffic the figures reach proportions that are simply stupendous. There is not a town of any importance in the United States, to say nothing of Europe and the rest of the world, whose material interests do not in some way receive contributions from this branch of the business of the great corporation. Its extensive operations in this direction are simply evidenced by the fact that its requisite is 154,000 freight cars, which during the past year moved on the calculation of the single mile route, 14,395,266,375 tons of freight.

Under the head of floating equipment is classed the steamers, tugs, barges, scows and other craft used in the transportation of passengers and freight by water in order to make railroad connections. There are 241 of these vessels of all kinds used.

The Pennsylvania Railroad's road mileage aggregated one-twentieth of all the road mileage in the country.

The standing army of the United States numbers 25,000 men, and the navy is something less than 10,000. The total of the personnel of both these branches of the Government service is only about one-third of the number of employees of the Pennsylvania Railroad Company. Computing upon the usual basis of population these 100,000 employees, with their families, make up an estimated total of 500,000 persons who are dependent upon the company for their livelihood. Thus a community of a half million of people is represented on the pay rolls of the corporation.

A whole volume of financial information.

ANNOUNCEMENTS.

REPUBLICAN.

COURT STREET.

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